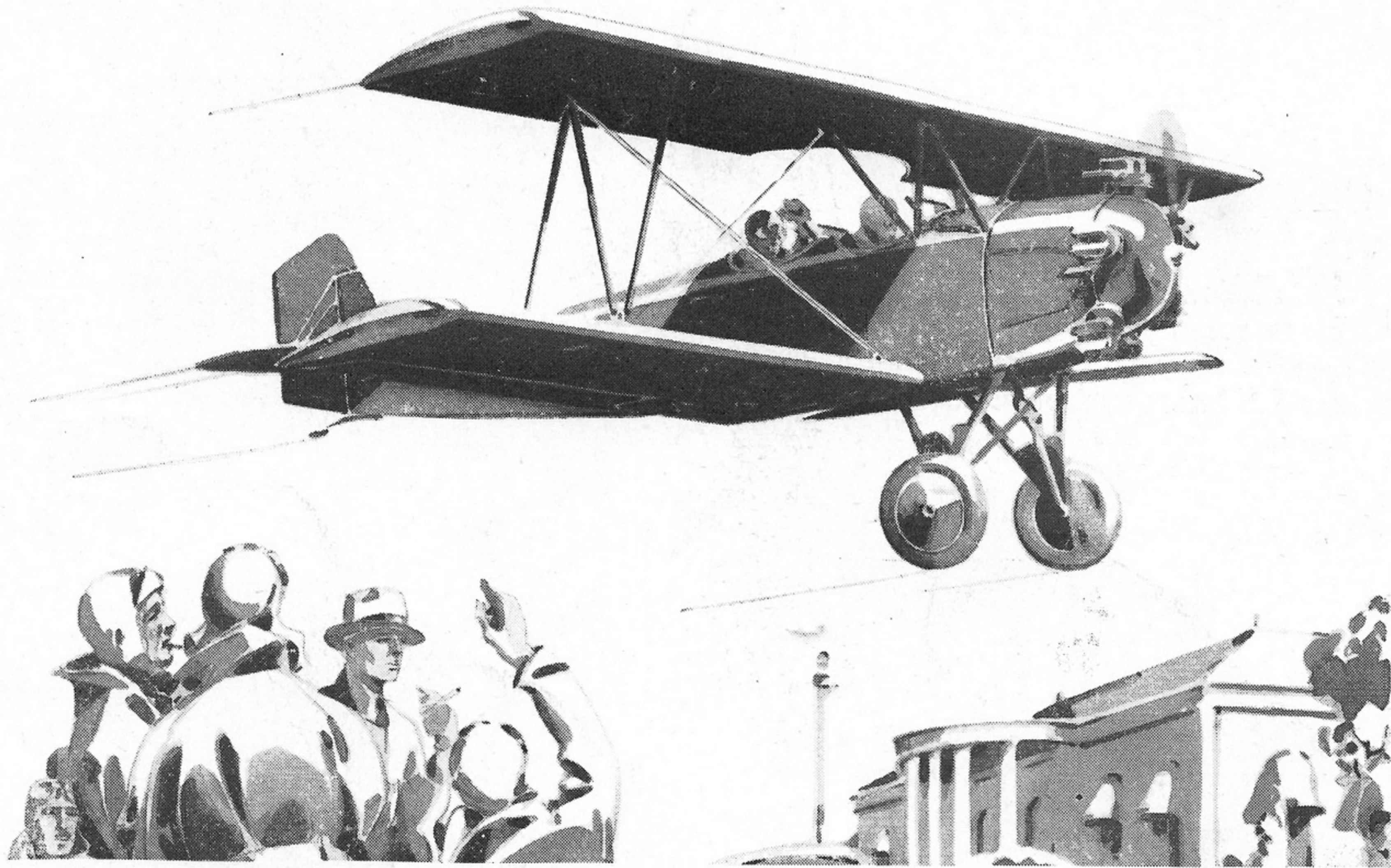


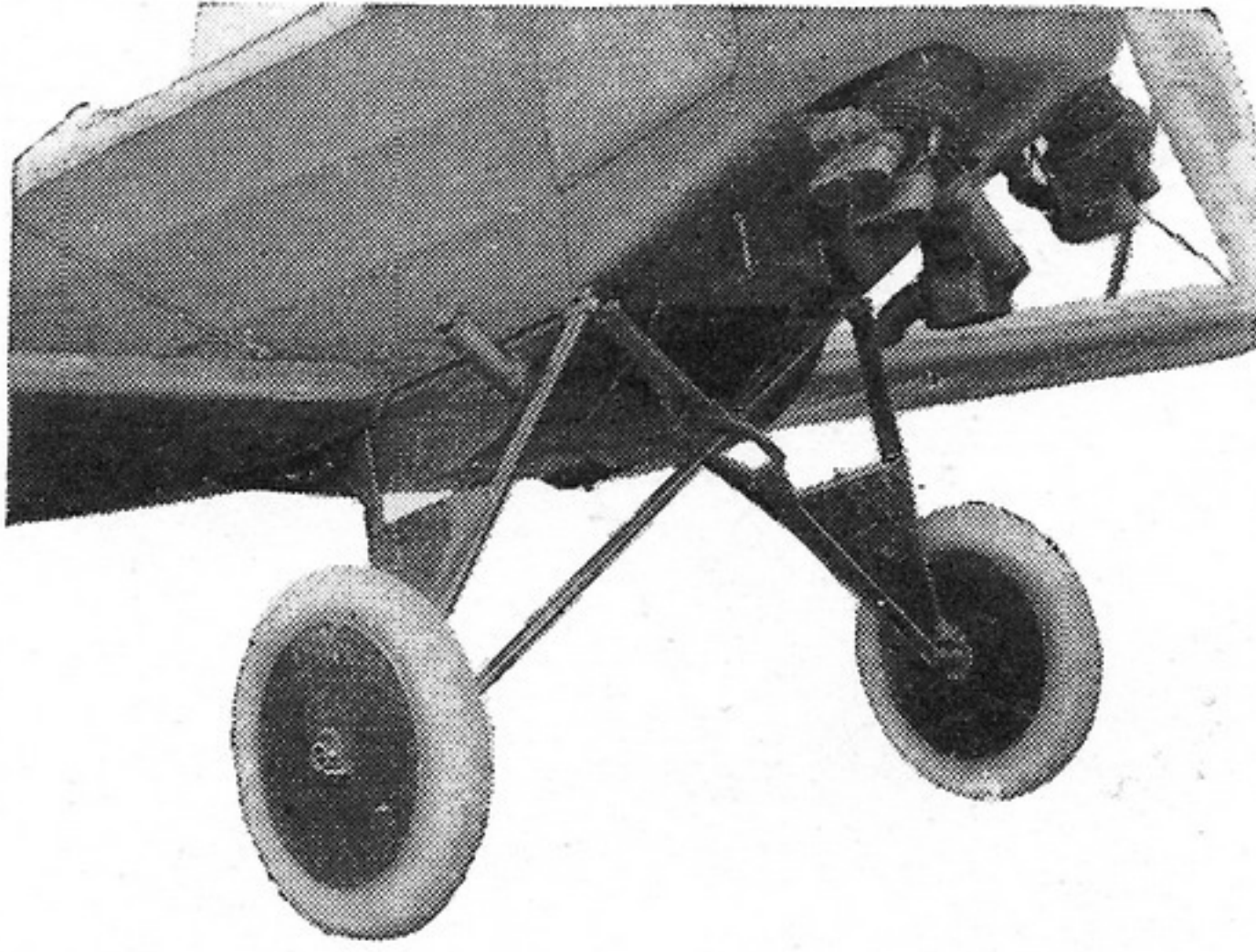
# 14 REASONS WHY



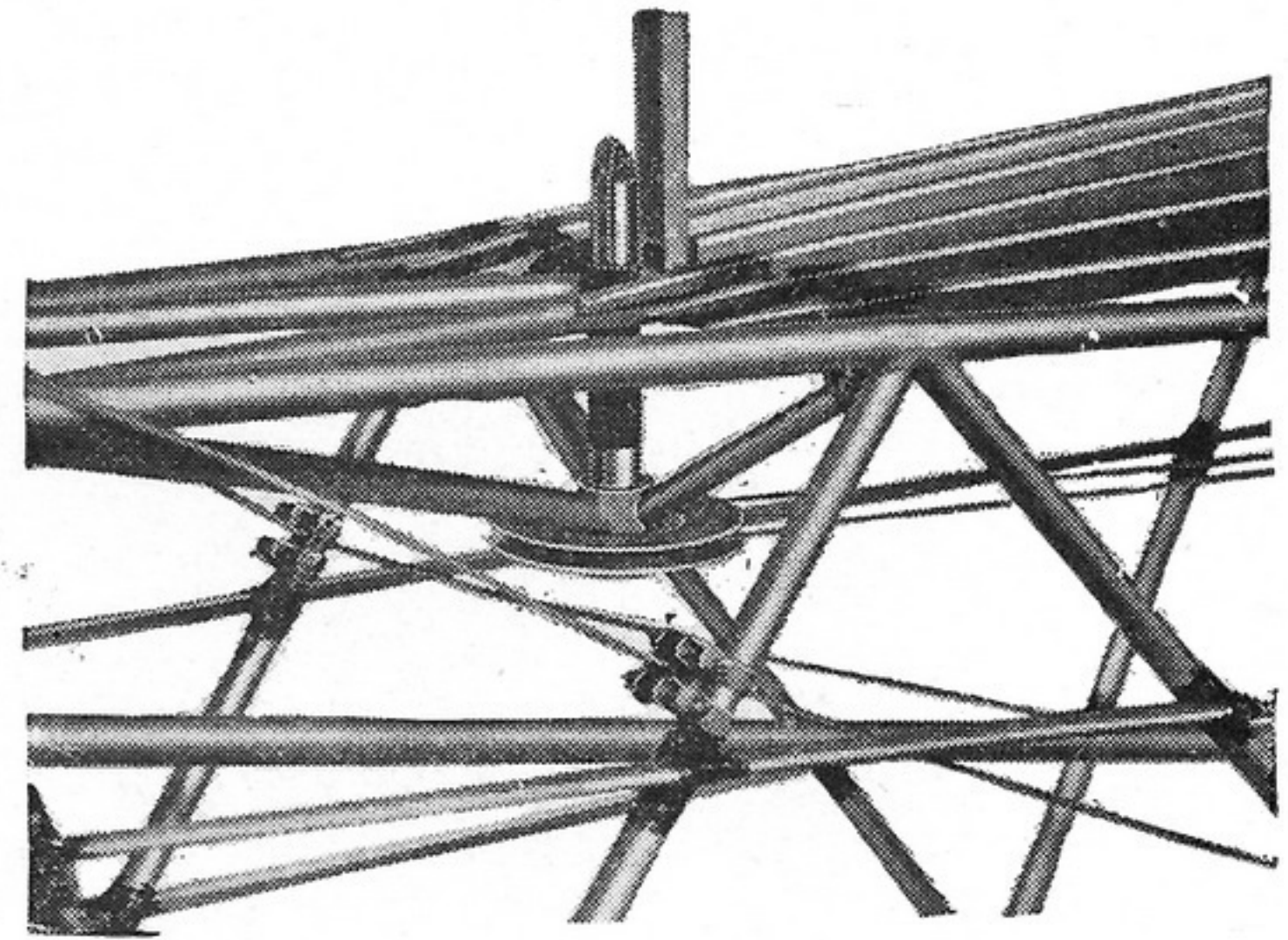
**"THE FLEET" IS  
THE PLANE  
TO BUY..**

**FLEET AIRCRAFT INCORPORATED**  
2050 ELMWOOD AVENUE . . BUFFALO, N. Y.

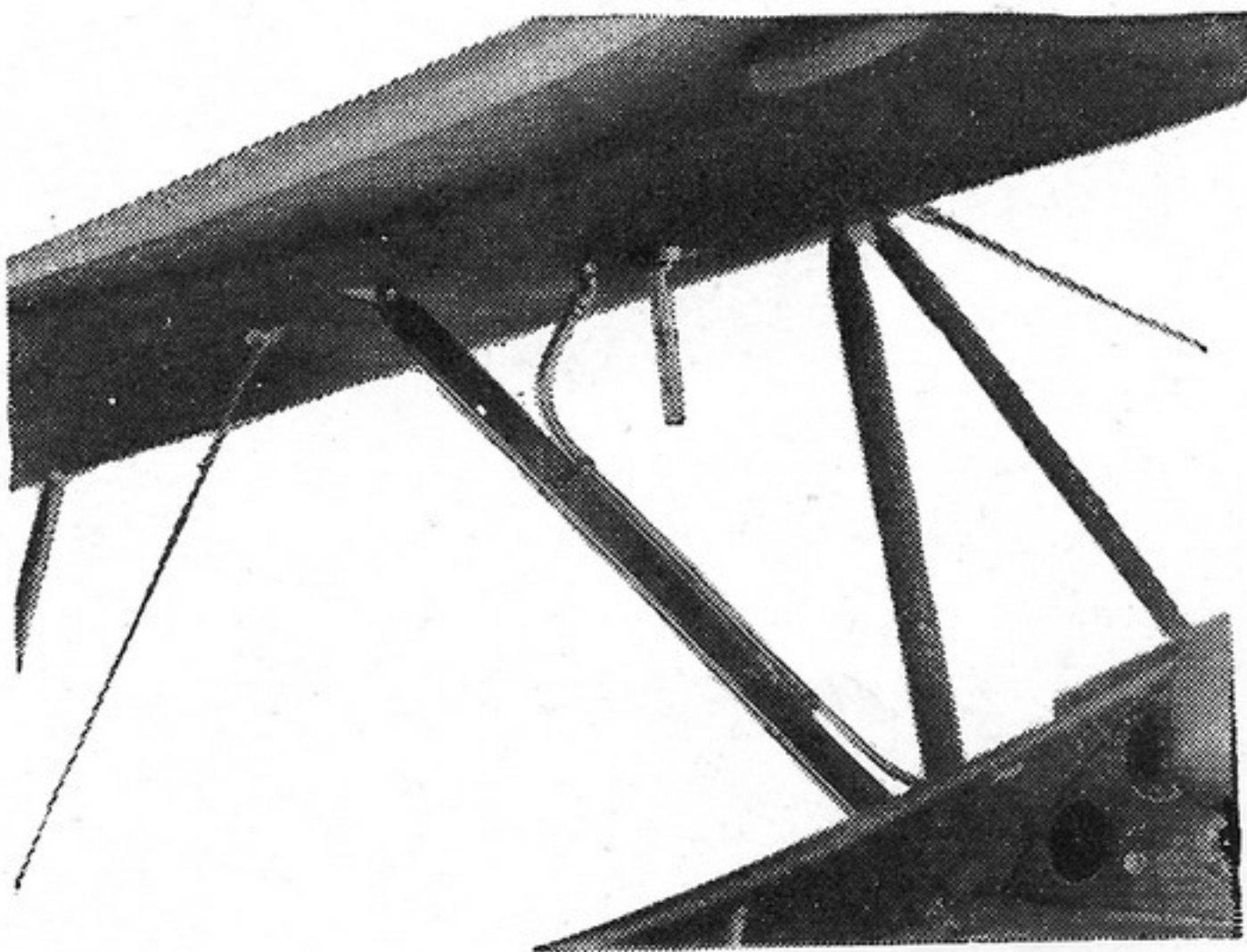




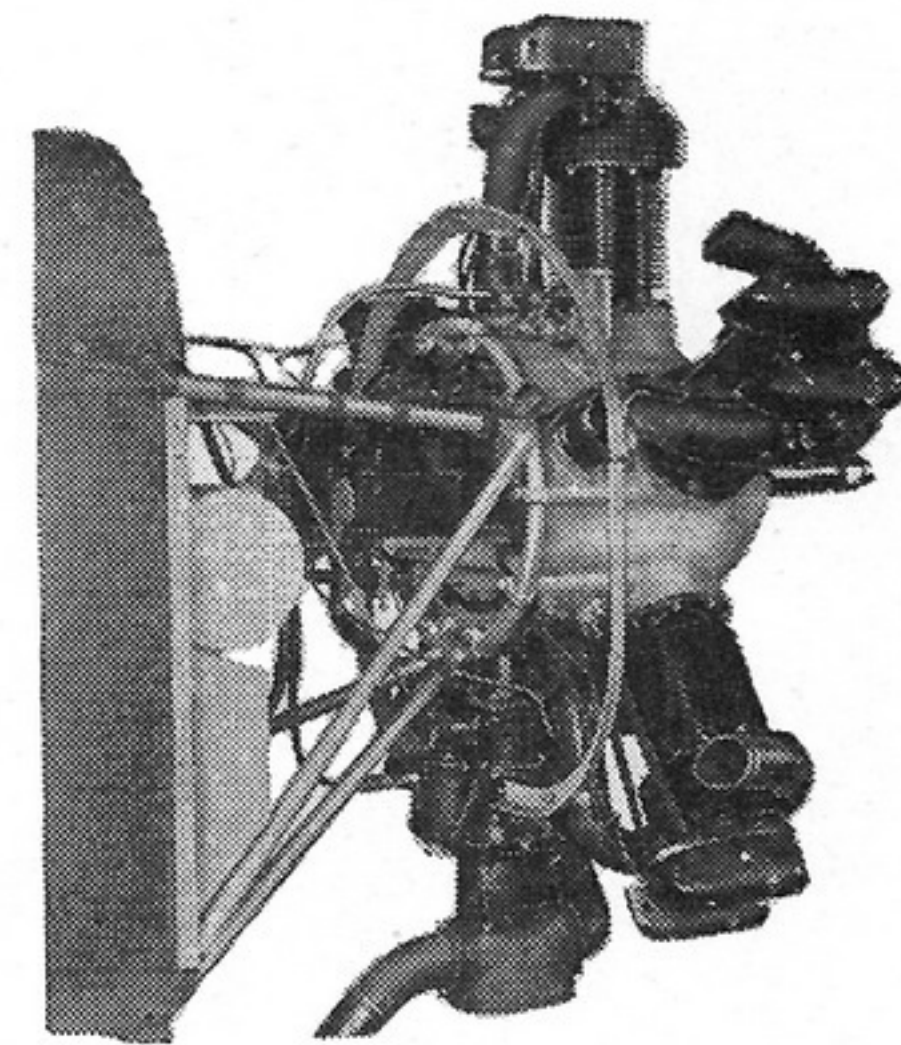
**1** Installation of extra fuel tank for cross country flying . . . affords total fuel capacity of 50 gallons which provides 7.5 hours endurance at cruising speed.



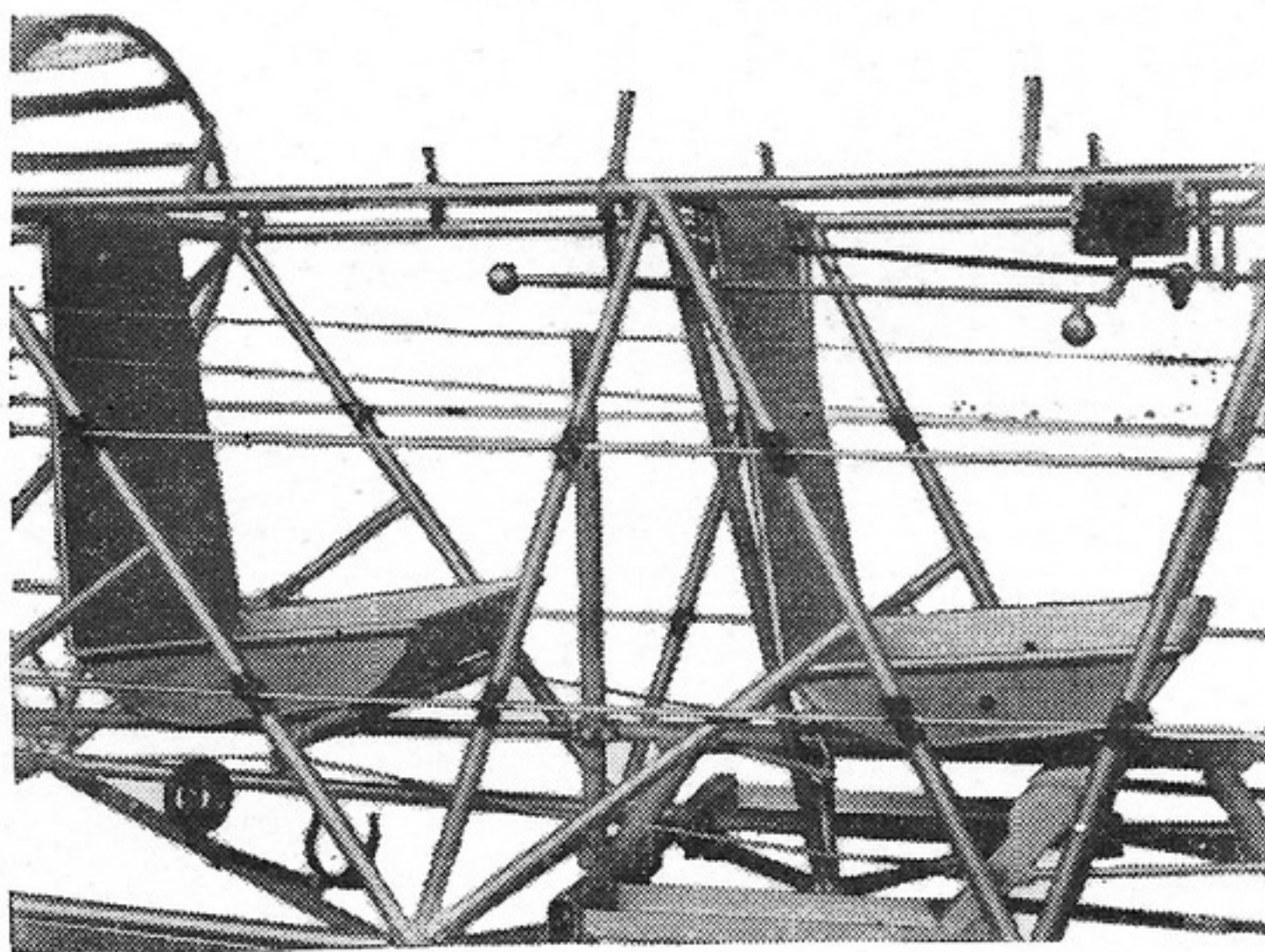
**2** Stabilizer is adjustable from either cockpit while in flight. Fin is adjustable on ground.



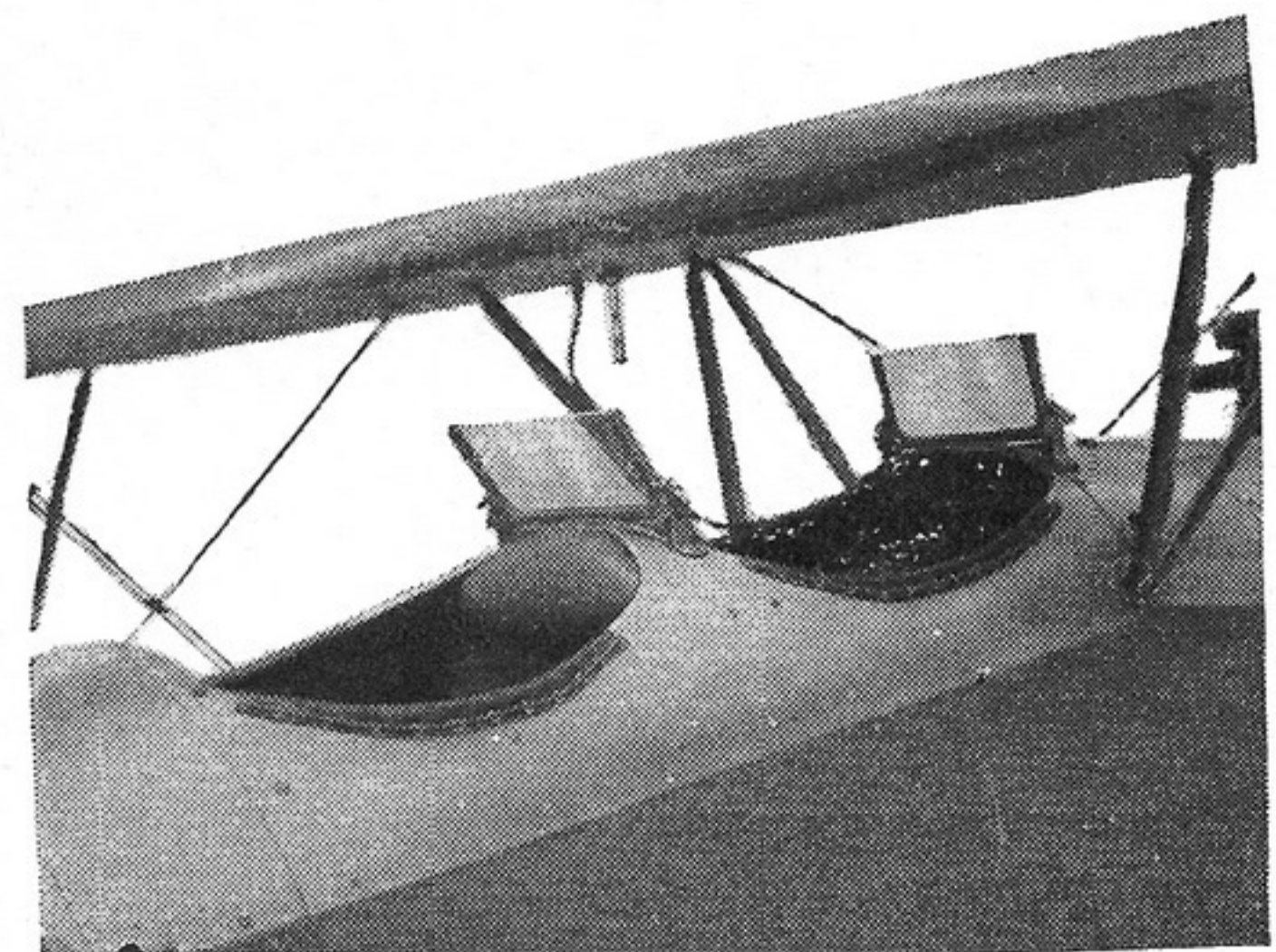
**3** The fuel tank is in upper wing . . . positive gravity feed . . . patented fuel gauge accurately records level of fuel. Tank can be drained in any flight position.



**4** The engine is bolted to a patented three-point engine mount which absolutely prevents crankcase distortion.

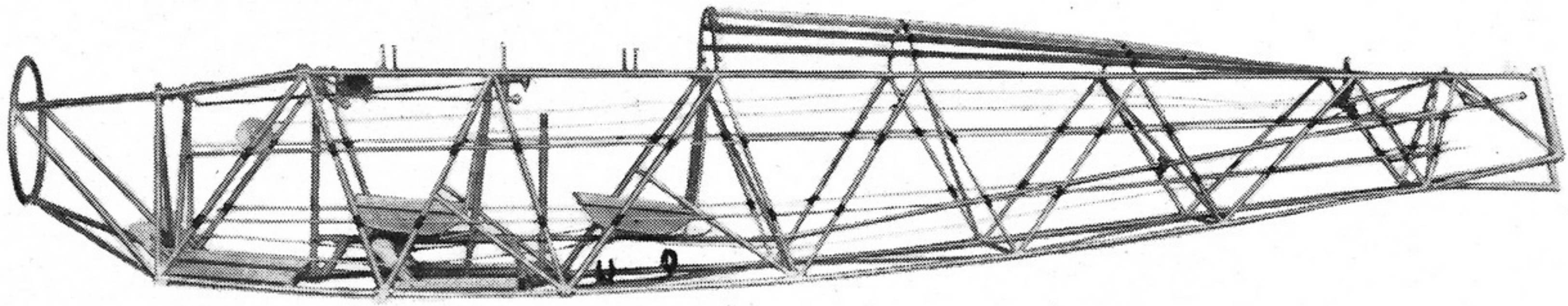


**5** Bucket-type parachute seats are standard equipment. Rudder pedals are used in place of usual foot-bar. Elevator is operated by push-pull tube.

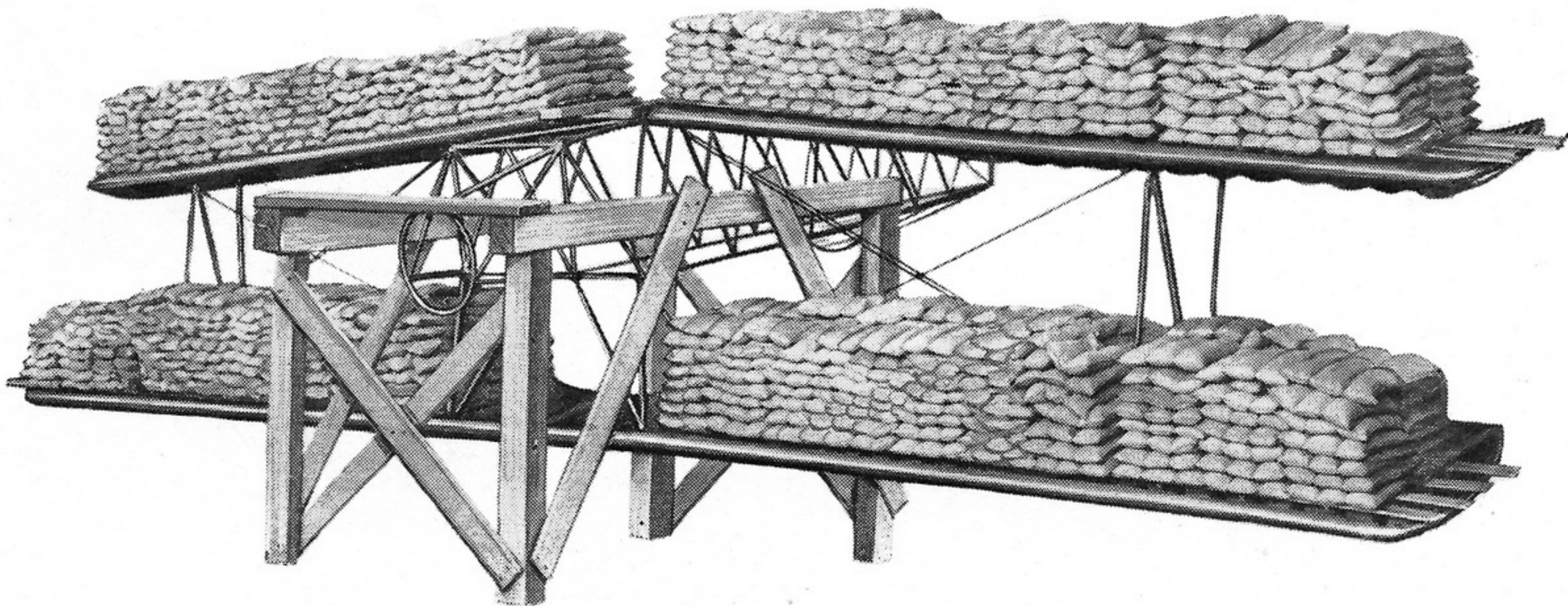
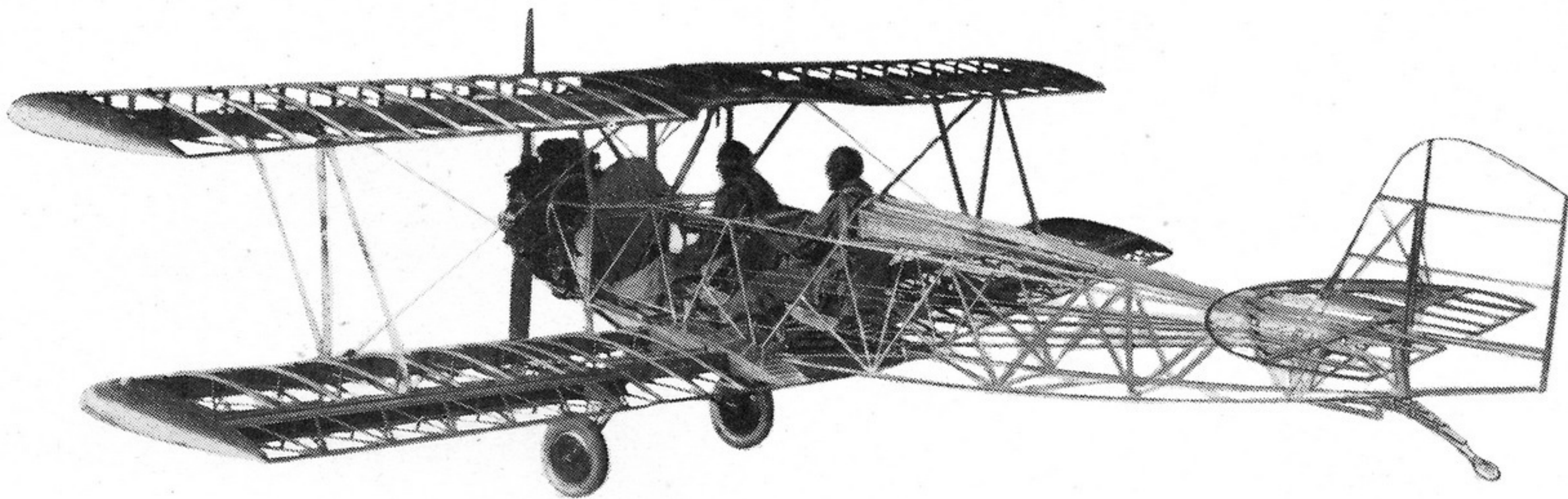


**6** Each cockpit is provided with a safety-pad on instrument board to minimize danger of injury in accidents. Unobstructed vision and easy parachute exit are provided.



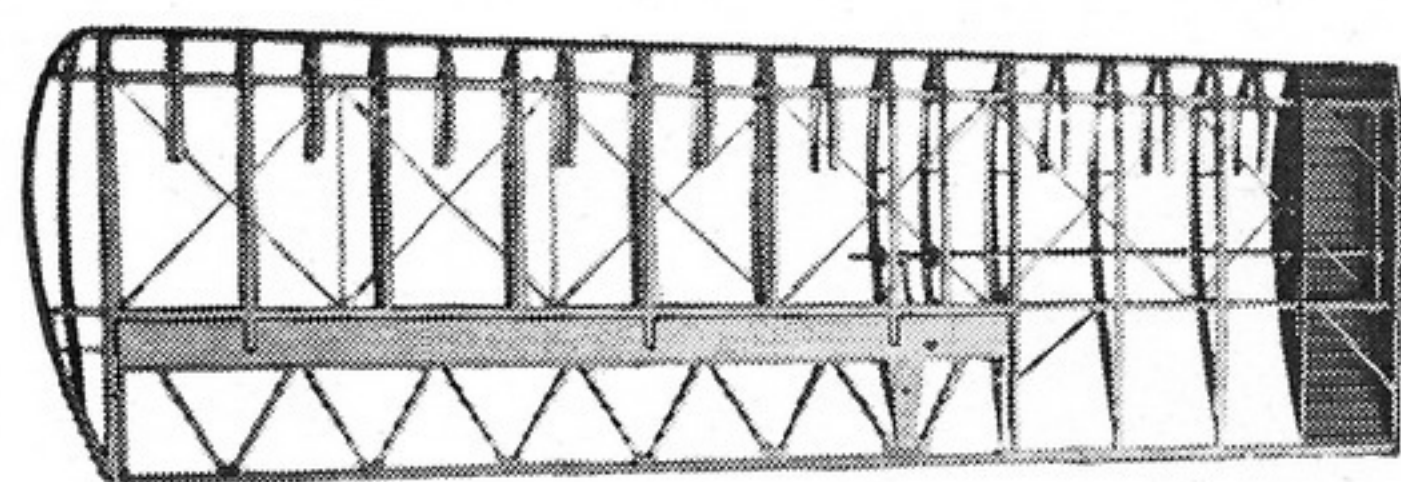


**7** Welded fuselage construction . . . no tie rods . . . alloy steel tubes oiled internally and hermetically sealed to prevent internal corrosion. For safety, Department of Commerce strength factor requirements are exceeded in all instances . . . in many cases more than 300 per cent.

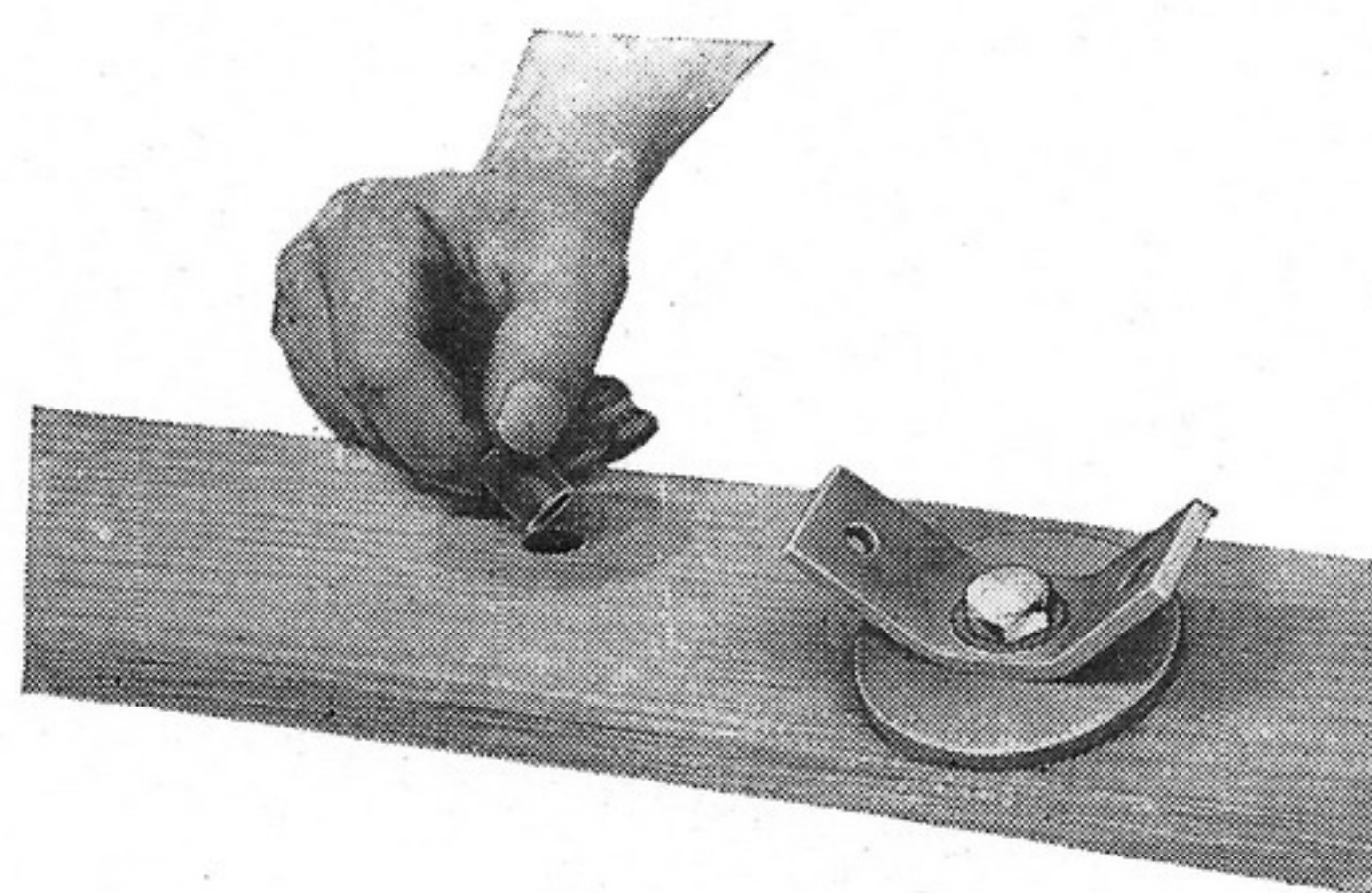


**8** Wing cellule in static test carried actual load of almost 7 tons — nearly 50 per cent greater than Department of Commerce requirements.

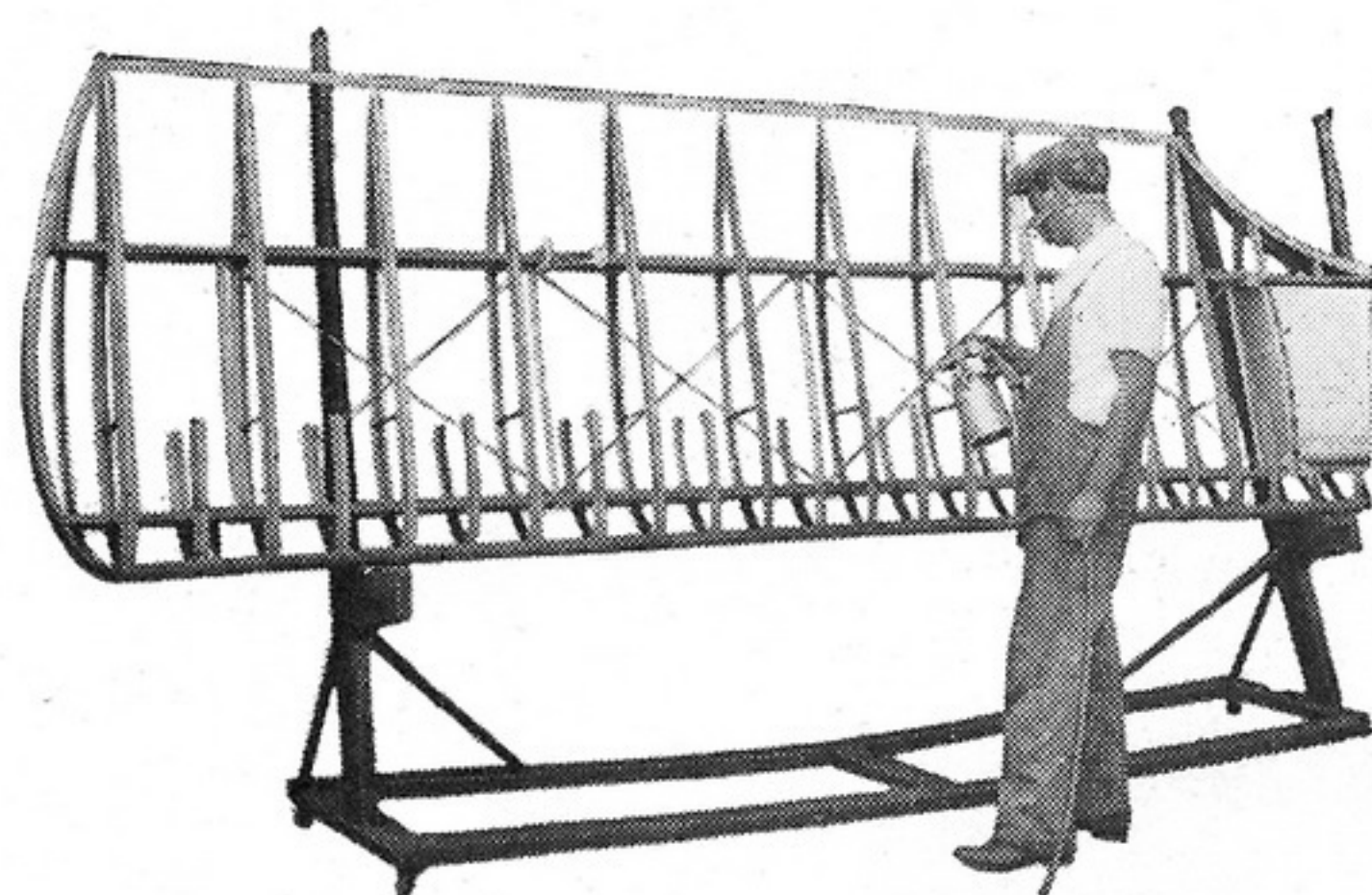




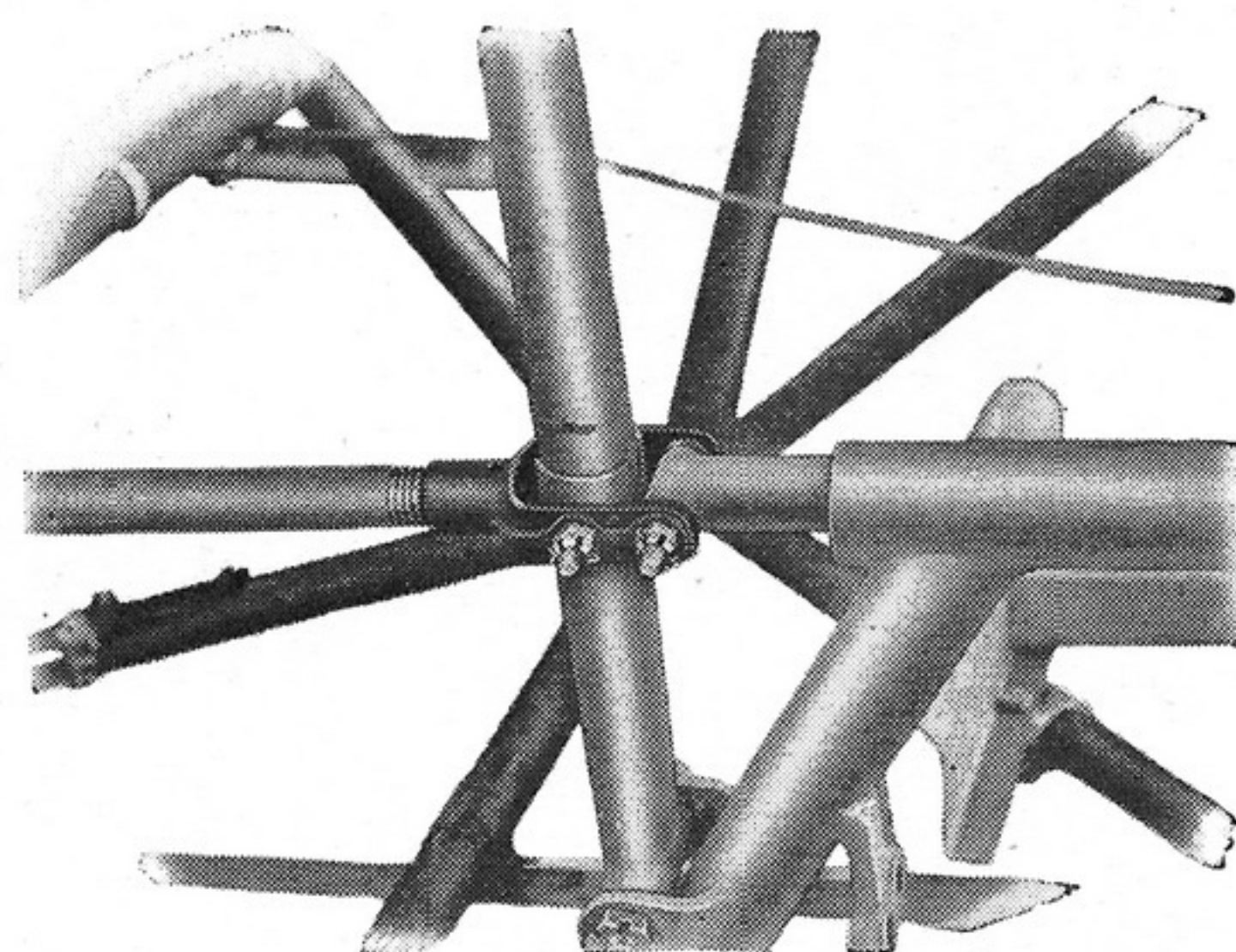
**9** Wings are of all-metal construction with exception of spars and ailerons. Ailerons are operated by push-pull tubes.



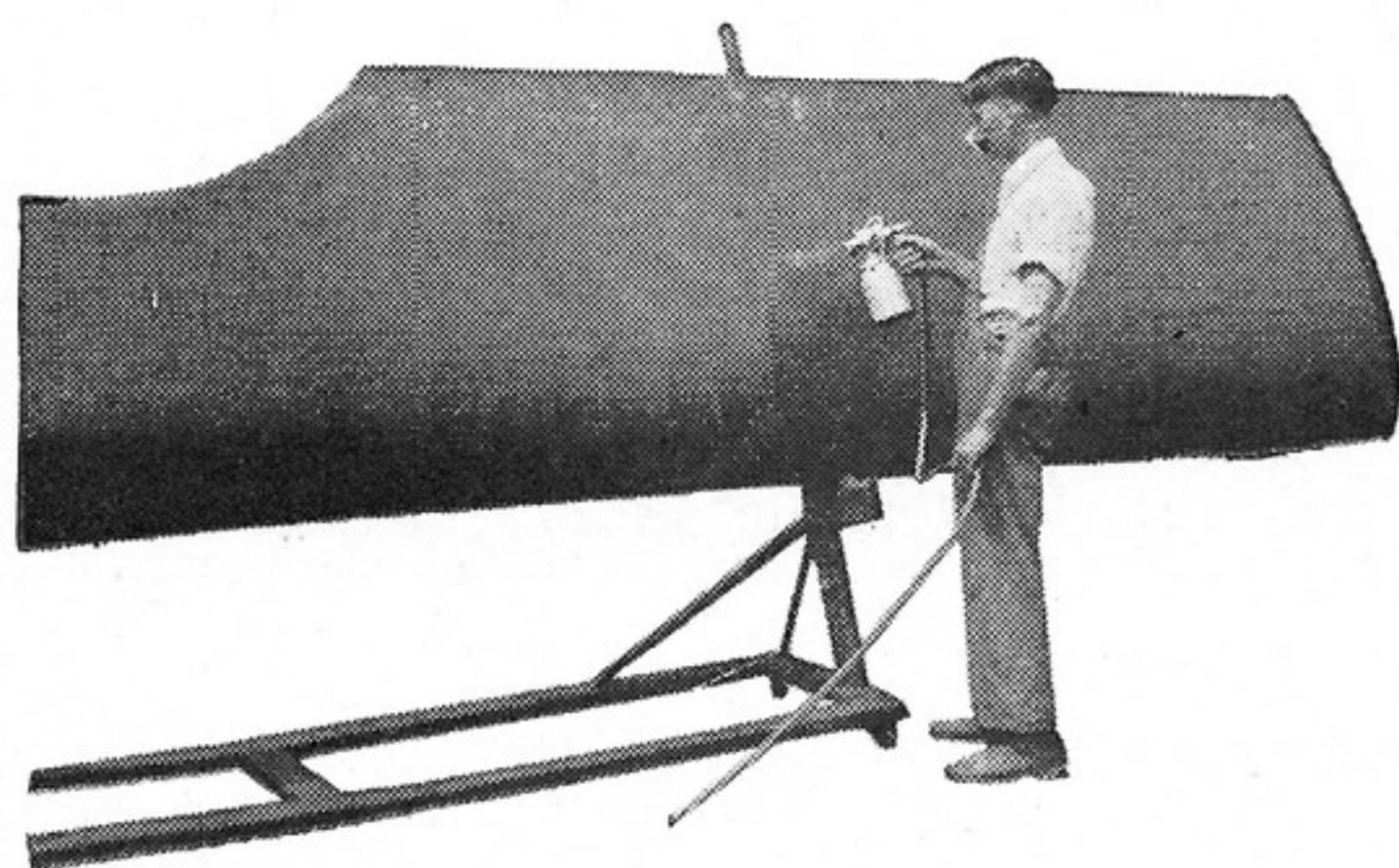
**10** To increase bearing area in the wood and to prevent play developing in service . . . every bolt piercing the wing spars is surrounded by a large diameter bakelite bushing. This is one of the many refinements which give "The Fleet" long life.



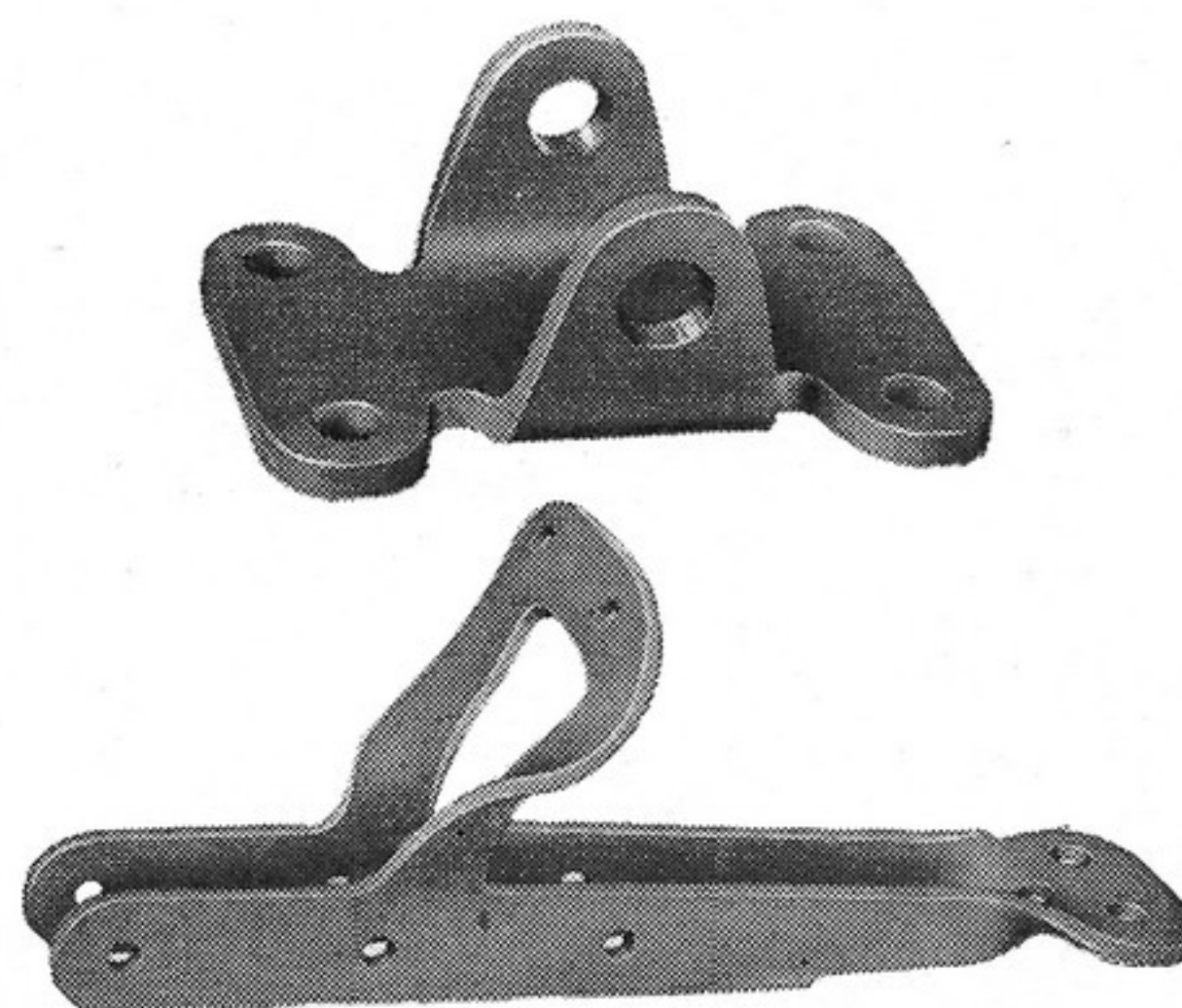
**11** All wood parts are protected by three coats of first grade spar varnish . . . one more coat than required by the Army and Navy. This thorough protection not only prolongs the life of the plane, but makes it serviceable in all climates.



**12** Wherever there is appreciable motion between bearing parts, bronze bearings are employed . . . adding considerably to both the life and workability of the parts.

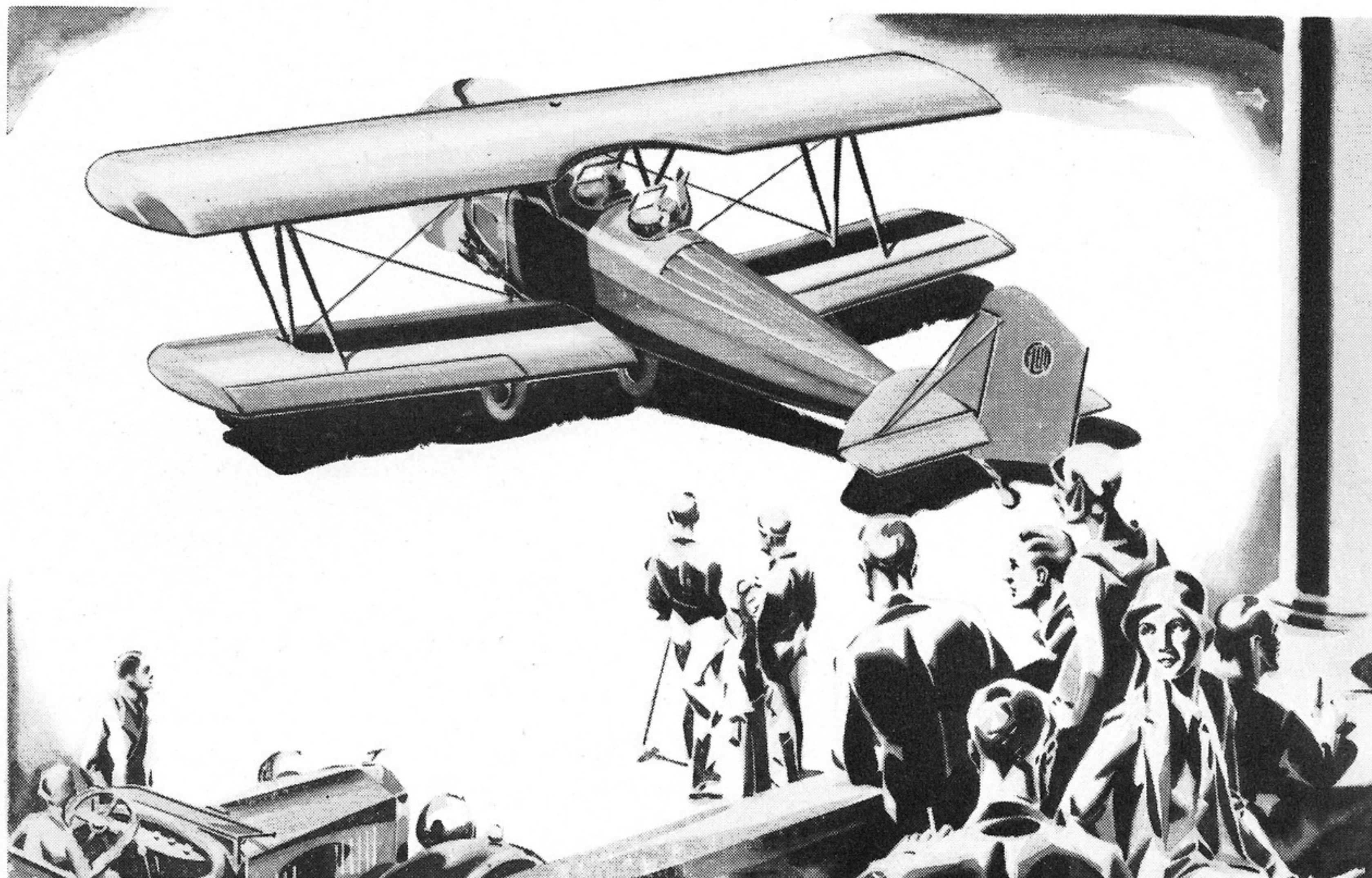


**13** To provide a more substantial and beautiful finish . . . six coats of dope are used on all fabric parts. Ordinarily four coats of dope are considered sufficient.



**14** Wing fittings and other metal parts are cadmium plated . . . a more costly process than zinc plating, but three times as effective against corrosion. Every part is painted after plating.





FROM the propeller hub-nut to the trailing edge of the rudder, quality is the dominant keynote of "The 1930 Model Fleet". Built to fulfill every pertinent requirement of sport and flying instruction . . . to fly with strength factors well in excess of Army, Navy and Department of Commerce requirements — "The Fleet" possesses innumerable features which are not found in the usual commercial training plane . . . reasons why — as illustrated in this folder — "The Fleet" can truly be described as the plane which is built to a standard. With the Kinner K-5 (100 H.P.) Engine as standard equipment — the list price of "The Fleet" is ~~\$4,985~~ <sup>\$3,985</sup>, flyaway, Buffalo, N. Y. Twin pontoons can be furnished at slight additional cost.

Department of Commerce Approved  
Type Certificate 131

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